

RESOLUTION NO. 46-1995
MILWAUKIE, OREGON

**A RESOLUTION OF THE CITY OF MILWAUKIE, OREGON ADOPTING THE
INTERAGENCY PURSUIT AGREEMENT.**

WHEREAS, the City Council finds that securing the benefits of mutual aid in critical law enforcement incidents is of benefit to the City;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF MILWAUKIE THAT:**

Section 1: It is in the best interest of its citizens that the City of Milwaukie participate in the Interagency Pursuit Agreement, as described in Exhibit "A", attached hereto and incorporated herein by this reference.

Section 2: The Chief of Police of the City of Milwaukie is hereby authorized and directed to execute the Interagency Pursuit Agreement on behalf of the City of Milwaukie.

Introduced and adopted by the City Council of the City of Milwaukie, Oregon
on October 17, 1995.



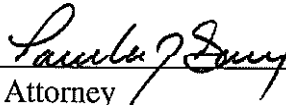
Craig Lomnicki Mayor

ATTEST:

APPROVED AS TO FORM:



Pat DuVal, City Recorder



City Attorney

INTERAGENCY PURSUIT AGREEMENT

POLICE EXECUTIVE GROUP

Results from May 19, 1995 meeting and presented at the September 8, 1995 meeting
Draft.2

I. STATED PROBLEM:

We the below agency representatives agree that lack of an interagency pursuit agreement creates unnecessary risk and confusion between jurisdictions.

II. PURPOSE:

The purpose of this agreement is to identify expected behavior and guidelines for interagency pursuits.

III. GOALS:

1. Develop procedures and identify role expectations for pursuits which enter another jurisdiction.
2. Better manage interagency pursuits.
3. Reduce the risk of injury to officers and citizens, and damage to property.
4. Reduce confusion between jurisdictions.

IV. DEFINITIONS:

Barricade: The intentional blocking of a roadway, by any means, to stop a vehicle being pursued.

Boxing In: The placement of a police vehicle in the path or potential path of a moving or stopped vehicle with the intent of slowing and stopping the vehicle or keeping the vehicle stopped.

Pursuit: Initiated by a police officer after a driver refuses to stop when signaled to do so by a police officer using emergency lights and/or siren.

Ramming (Deliberate): Using a police vehicle to purposely cause forceful contact with another vehicle in order to bring that vehicle to a stop.

Spike Strips: A strip of belting containing specially designed hollow spikes which penetrate tires, thereby slowly deflating a tire(s).

V. POLICY:

It is the policy of this interagency agreement to be subservient to individual department pursuit policies. Participating agencies endeavor to support this agreement with their individual pursuit policies.

VI. PROCEDURES

1. Notification.

a. Agency role pursuing into another jurisdiction:

- provide the reason for the pursuit as soon as possible
- provide location, direction, vehicle/suspect description.

b. Receiving agency role:

- advise as soon as possible if they will engage.

c. Dispatch will:

- attempt to align agency communication.

2. Caravanning.

A maximum of three (3) units, regardless of combination of departments, will be engaged in a pursuit. (Exceptional circumstances authorized by a supervisor, ie., multiple dangerous suspects, shots fired, armed robbery).

3. Control.

a. Pursuing agency role:

Upon notification of receiving agency taking control, facilitate their taking[?] control of the pursuit. At least one car from the initiating agency will maintain a position to respond at the conclusion of the pursuit.

b. Receiving agency role:

The agency with geographic jurisdiction may take control over the pursuit at any time, including supervisory control. Supervisory control is not meant to supersede or violate another agency's pursuit policy.

c. A supervisor or officer, from any agency, may exert authority to terminate the pursuit if circumstances warrant.

4. Support.

Units not directly engaged will endeavor to position themselves to provide assistance for perimeter containment or traffic control.

5. Pursuit interventions.

Before deploying a pursuit intervention (ie., spike strips, ramming, boxing in, barricading, deadly physical force, air support) the deploying agency will endeavor to make advance notification, including defining the type of intervention.

VII. PARTNERSHIP AGREEMENT SIGNATURE BLOCK

We, below, agree with the above listed guidelines for the Metropolitan Interagency Pursuit Agreement.

This Agreement does not depend for its value on enforceability in a court of law, but rather on the spirit of cooperation and willingness to work together to make our community a better, safer place to live and work.

This Agreement shall commence and take effect on _____ and continue from year to year thereafter. This agreement may be modified at any time by mutual consent of the parties hereto. Any participating agency to this Agreement may withdraw upon the giving of thirty (30) days written notice to the other participating agencies.

PARTICIPANTS:

CITY OF PORTLAND

By _____
Chief of Police

MULTNOMAH COUNTY

By _____
Sheriff

CITY OF GRESHAM

By _____
Chief of Police

WASHINGTON COUNTY

By _____
Sheriff

CLARK COUNTY

By _____
Sheriff

COLUMBIA COUNTY

By _____
Sheriff

CLACKAMAS COUNTY

By _____
Sheriff

CITY OF VANCOUVER

By _____
Chief of Police

CITY OF MILWAUKIE

By _____
Chief of Police

CITY OF TIGARD

By _____
Chief of Police

PORT OF PORTLAND

By _____
Chief of Police

CITY OF BEAVERTON

By _____
Chief of Police

CITY OF HILLSBORO

By _____
Chief of Police

CITY OF LAKE OSWEGO

By _____
Chief of Police

FEDERAL BUREAU OF INVESTIGATION

By _____
Special Agent in Charge

OREGON STATE POLICE

By _____
Superintendent

WASHINGTON STATE PATROL

By _____
Chief

Metro-area police join in chase policy

Nineteen agencies lay out guidelines for cooperating on pursuits that cross jurisdictions, trying to make them safer for officers and citizens

By ERIN HOOVER
of The Oregonian staff

By the time erratic driver Tisha Anne Storm plowed into oncoming traffic on Interstate 205 in June, killing herself and injuring others, she had covered two counties and had eight police cars from three agencies pursuing her.

But until now, police joined such interagency chases with no clear guidelines about who was in control and who could end a chase.

On Monday, 19 police chiefs from Woodburn to Washington state signed an interagency pursuit agreement in

Portland, hoping to make an inherently dangerous situation safer for police and citizens.

"The whole point was there was no line of communication, so every time (interagency pursuits) happened, there was confusion," said Lt. C.W. Jensen, the spokesman for the Portland Police Bureau.

The agreement, which local police say is unique nationally, is indicative of growing public concern about the safety of pursuits and the realization that police agencies in metropolitan areas need to cooperate.

"The public expects law enforcement in the state of Oregon to work together,

er, and this is one vehicle that we can show to the public that we are working together, we are communicating," said Woodburn Police Chief Ken Wright.

The agreement makes several key changes, such as:

- Opening up the decision to end a chase. Before, police usually deferred to the agency that started the pursuit. Now anyone involved can call off the chase.

- Limiting chases to three patrol cars unless circumstances warrant more, such as if the fleeing suspect fires shots.

- Defining the handoff between agencies. When a pursuit enters a new ju-

risdiction, that agency can take control and supervise by radio even if its officers aren't involved.

- Honoring individual agencies' pursuit policies. When Clackamas County pursued Theresa Leigh Scott in her gold Porsche into Portland in August, for example, deputies shot out her tires. If it happened now, Portland police could take control and would not allow that tactic because it violates their policy.

Clackamas County Sheriff Ris Bradshaw said police agencies in his county

Please turn to
CHASE, Page B4

Chase: Policies still differ from agency to agency

■ Continued from Page B1

are reviewing their pursuit policies, including the county's policy to shoot out tires. He said he could see the metro-area agreement setting common pursuit policies in the future.

Bradshaw said the tragic end to the Tisha Storm pursuit would not necessarily have been avoided under Monday's agreement. But communication during the chase would have been better, and its supervision might have changed.

The pursuit began when police saw Storm running red lights and speeding through Canby. An autopsy found traces of drugs in her system.

Storm's mother, Brenda Pottratz, has said she thought her daughter was frightened and would have stopped if police had stopped chasing her.

Four Oregonians and three Washingtonians died in police chases in 1994, according to the National Highway Traffic Safety Administration. But the national advocacy group Solutions to Tragedies of Police Pursuits said those numbers are low because not all agencies track chases, and no uniform definition for a chase exists.

Erin Hoover writes about neighborhood crime issues for The Oregonian's Crime, Justice and Public Safety Team. She can be reached by phone at 503/294-5011 or fax at 503/294-5009.